

INFORMATION REPORT

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25X1A

COUNTRY USSR (Voronezh Oblast)

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SUBJECT Voronezh Airfield
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1. The airfield, about 2 km square, was on the southwestern perimeter of Voronezh (51°38'N/39°12'E), Voronezh Oblast. About eight hangars were on the eastern edge of the field. Three of them seemed to be in use, whereas only the steel frames of the others were intact. More hangars, presumably belonging to an adjacent aircraft plant, were in the north-eastern corner of the field. (1)
2. Daily parachute training was conducted at the field after 4 p.m. About 20 men jumped simultaneously from three or four planes from altitudes between 300 and 400 meters. The parachutes were white and red and had no auxiliary chutes. (2)
3. The airfield was on the southern perimeter of Voronezh. The landing field, about 2½ x 3½ km, was bordered on the north by a strip of about 1½ x 3½ km. Only the southern section of the entire field was used as landing field. (3)
4. No construction work was done on the buildings during the period of observation. A concrete runway, about 50 meters x 1½ km, extended from east to west in the center of the landing field. (4) It was bounded at night with red lamps. Three or four equally large hangars with vaulted roofs were in the western section of the landing field.
5. No air unit was stationed at the field between October 1946 and early 1948. The field was occupied by 35 to 40 twin-engine planes between early 1948 and June 1949. Description of twin-engine aircraft: Two radial engines, three-bladed propeller, low-wing monoplane, single rudder assembly, landing gear retracting outward, shape of fuselage similar to that of He-111, two rigid machine guns in wings, one gun in nose, one flexible machine gun in rear section of cockpit and pointing to the rear, antenna rod mounted on top of front half of cockpit, antenna leading to upper edge of rudder assembly. (5)

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6. Flights were made individually. There also were frequently formation flights of three, five and nine planes. The formations came from and returned toward Voronezh. The flying time was between 1¹/₂ and 2 hours.
7. Machine gun firing was heard from the field every two or three weeks. Slower firing, similar to that of a 20-mm AA gun, was also heard. PWs who could observe the field said the firing was practiced with mounted aircraft weapons. The aircraft were propped up and their rigid weapons aimed at a sand hill.

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 Comments.

- (1) Previous reports indicated that a school for bomber and transport pilots, including training in formation, night and instrument flying, was stationed at the field.
- (2) Parachuting is apparently also taught at the field. Since the jumps were made after 4 p.m. it is believed that the training was conducted by the DCSAV. A press report on difficulties between the DCSAV at the Voronezh airfield and what were apparently military offices mentioned N.Pasechnikov, Rodionov, and Filimonov as the DCSAV leaders in Voronezh. The affair was settled by the confiscation of a house of the Grain Trust, east of the factory airfield.
- (3) The location of the southern airfield, also called military field, agrees with aerial photographs.
- (4) The aerial photograph shows a second runway which extends in a direction of about 300/210°.
- (5) The description is that of the IL-4.

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